

Division(s) affected: *Faringdon*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

03 SEPTEMBER 2026

FARINGDON: A417 LECHLADE ROAD – PROPOSED TRAFFIC CALMING RELOCATION

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the relocation of the existing speed cushion traffic calming feature on the A417 Lechlade Road in Faringdon, as advertised.**

Executive Summary

1. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to relocate the existing speed cushion traffic calming feature on the A417 Lechlade Road in Faringdon (currently located 35 metres northwest of the junction with Canada Lane), approx. 14 metres north-westwards from its current location – as shown in **Annex 1**.
2. The proposals have been put forward as a result of s278 works in relation to the development of adjacent land at Faringdon Infant School, including the demolition of existing buildings and redevelopment of the site to provide a Special Educational Needs and Disabilities (SEND) School, with associated alternations to site access for parking.

Corporate Policies and Priorities

3. These proposals actively support the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below:
 - (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*

- (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
- (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

Financial Implications

4. Funding for consultation on the proposals has been received directly from the developer, with the relevant agreements in place for them to also fund implementation if approved.
5. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

Comments checked by:

Andrew Price – Interim Business Partnering Accountant

Andrew.Price@Oxfordshire.gov.uk

Legal Implications

6. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, and any other relevant legislation.
7. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Traffic Management Act 2004.

Comments checked by:

Jennifer Crouch – Principal Solicitor (Regulatory)

Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Highway Agreements Central', and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

8. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

9. The proposals have been put forward to help improve road safety in the area, as the existing traffic humps are adjacent to one of the new proposed accesses. The relocation will help avoid vehicles tilting on turning into the school, and also aims to maintain the existing level of traffic calming in the area.

Risk Management

10. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

11. Formal consultation was carried out between 01 July and 31 July 2026. A notice was published in the Oxfordshire Herald Series newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Vale of White Horse District Council, relevant local District Councillors, Faringdon Town Council, and the local County Councillor representing the Faringdon division.
12. During the course of the formal consultation, 11 responses were received via the online survey, with one in support, three partially supporting/raising concerns, six objecting, and one raising no objection/no opinion.
13. Additionally, a further ten emails were received directly – with Faringdon Town Council offering their support, Thames Valley Police not objecting, and three local residents raising concerns & five local residents objecting – generally

highlighting issues regarding road safety in the wider-area, alongside their views on the specific proposals.

14. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

15. Officers stress that the proposals are not adding new additional traffic calming features, but rather relocating the existing humps that will become an issue due to being located in the vehicle turning arcs of the approved new school access junction.
16. The relocation will help ensure smooth and safe turning of traffic into the school. Speed increase when driving into town after the relocated humps is not anticipated as there is a series of speed humps on Lechlade Road past junction with Canada Lane.
17. Speed is limited to 30mph along Lechlade Road when driving towards town, at the gateway into Faringdon and further to the 20mph speed limit there is a set of speed humps on the stretch to the mini roundabout at Gravel Walk and Gloucester Street. The speed humps have been built to encourage drivers to reduce their speed to pass over the humps safely, with expected resultant driving keeping the speed under the 20mph limit.
18. The new junction causing the relocation of the speed humps is an entry only access which is expected to have smooth flow of traffic into the school. The school has provision for parking and drop-off within the school yard, which reduces the likelihood of vehicles parking and dropping off from Lechlade Road.
19. In terms of road safety, the scheme has and will be subjected to Road Safety Audits at various stages – as guided by the Design Manual for Roads and Bridges (DMRB) GG119 Road safety audit.
20. Officers note the wider concerns regarding vehicle speeds & road safety in the area, and whilst these sit outside the scope of these specific proposals, they have been passed to Officers in the Traffic & Road Safety team for separate appraisal & consideration.
21. In relation to the Town Councils request that any planned works be undertaken during the night (and for one lane to remain open at a time) – whilst this clearly depends on approval being given for the proposal, Officers note that any such request would be considered by the Street Works team at the appropriate time.

Paul Fermer
Director of Environment and Highways

Annex(es): Annex 1: Location plan
 Annex 2: Technical details plan
 Annex 3: Consultation responses

Background papers: n/a
Other Documents: n/a

Contact Officer(s): Clever Safurawu (Engineer – Highway Agreements
 South)
 Ryan Moore (Technical Lead Engineer – Highway
 Agreements South)

September 2026

Drawing No. 0

✗ Proposed new location of speed cushions 14m northwards from original

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION		
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THE DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS		
CONSTRUCTION	(ENTER 'NONE' IF APPLICABLE)	
MAINTENANCE/CLEANING	(ENTER 'NONE' IF APPLICABLE)	
USE	(ENTER 'NONE' IF APPLICABLE)	
DECOMMISSIONING/DEMOLITION	(ENTER 'NONE' IF APPLICABLE)	

Rev.	Date	Purpose of revision	Drawn	Checked	Approved



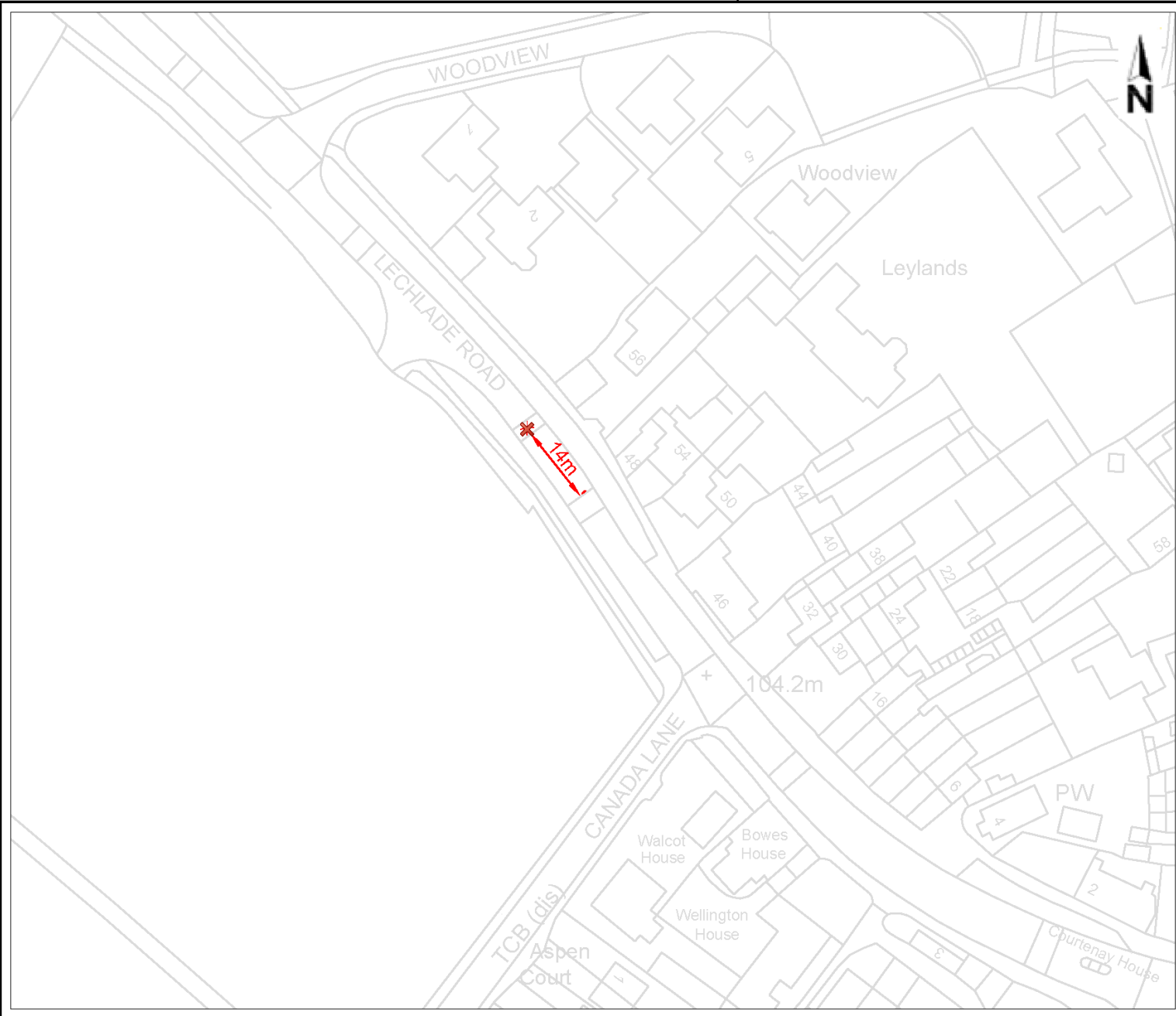
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Project title
A417 Lechlade Road
Faringdon

Drawing title
Proposed Relocation of
Existing Speed Cushions

Drawing Status			
Scale @ A4	Drawn by	Checked by	Approved by
NTS	AC	CJM	
Date drawn	Date checked	Date approved	
30/06/2026	30/06/2026		

Oxfordshire Project No. & File Ref.
Drawing No. 0



Notes

GENERAL

- This drawing is to be read in conjunction with all relevant Engineers' Architect's and Specialist's drawings, notes and specifications.
- No dimensions are to be scaled from this drawing.
- All dimensions are in millimetres and levels are in metres unless notes otherwise.
- The Engineer is not responsible for dimensional information except where shown on the drawings. All setting out information, dimensions etc. shall be calculated from the Architects drawings.
- All drawings shown in CAD format are produced solely as a supplement to the information shown on the equivalent PDF drawing only.
- The contractor shall verify all site dimensions and existing details, setting out dimensions and levels with the Architect/Engineer to be informed of any discrepancies before proceeding with work.
- Existing details are assumed and are to be confirmed on site with any discrepancies recorded and reported to the Engineer so that any adjustments required to the scheme can be considered.
- The contractor is responsible and liable for ensuring the stability of the works, supporting structures and services at all stages of construction. Any temporary works are to be designed and detailed by the contractor.
- All existing services are to be located prior to commencement of the work on site. Unless shown we have no knowledge of any underground structures or services. These are to be determined prior to the commencement of the works on site.
- Refer to the Architects/Engineers' drawings and specifications for the overall fit, safety and protection requirements of the building and structure.
- OS data survey dated August 2003.

GENERAL

- Existing footway to be broken out and replaced with top soil and seed to match existing soft verge.
- Proposed Kerb location to form new ball mouth entrance to main school car park.
- Proposed 6m wide to be erected in proposed ball mouth to indicate 'No Entry' from school site as 'Children' 'Traffic' 'Warning' 'Advance' 'Stop' 'Bearing' 'Warning' 'Stop' from opposite existing access to be relocated to form post opposite new ball mouth.
- Existing footpath and grass verge to be broken out and replaced with top soil and seed to match existing soft verge.
- Proposed road widening in ball mouth for edge of carriageway to be 'No Entry' and 'No Entry'.
- Existing road humps to be placed out and relocated further along the carriageway from junction to be confirmed with OS data survey. Contractor to scan carriageway prior to works to establish accurate depth of existing surface as indicated on survey.
- Existing all has included on opposite side of road from proposed school entrance ball mouth protected by kerb.
- Proposed additional section of footpath to link into school through existing wall.
- Existing stone boundary wall to be removed locally to new site entrance and re-constructed to suit the profile of the new entrance roadway within the site.
- Proposed channel drainage at gates location to prevent drainage flows from being onto the road surface. Channel drainage surface water drains into main drainage network.
- Gates posts detailed should be a minimum 400mm from edge of carriageway.

Please also refer to drawing reference:
FS9008-SWH-ZZ-XX-D-C-5402, 5403, 5404, 5405, 5406, 5407, 5408, 5409, 5410, 5411, 5412, 5413, 5414, 5415, 5416, 5417, 5418, 5419, 5420, 5421, 5422, 5423, 5424, 5425, 5426, 5427, 5428, 5429, 5430, 5431, 5432, 5433, 5434, 5435, 5436, 5437, 5438, 5439, 5440, 5441, 5442, 5443, 5444, 5445, 5446, 5447, 5448, 5449, 5450, 5451, 5452, 5453, 5454, 5455, 5456, 5457, 5458, 5459, 5460, 5461, 5462, 5463, 5464, 5465, 5466, 5467, 5468, 5469, 5470, 5471, 5472, 5473, 5474, 5475, 5476, 5477, 5478, 5479, 5480, 5481, 5482, 5483, 5484, 5485, 5486, 5487, 5488, 5489, 5490, 5491, 5492, 5493, 5494, 5495, 5496, 5497, 5498, 5499, 5500, 5501, 5502, 5503, 5504, 5505, 5506, 5507, 5508, 5509, 5510, 5511, 5512, 5513, 5514, 5515, 5516, 5517, 5518, 5519, 5520, 5521, 5522, 5523, 5524, 5525, 5526, 5527, 5528, 5529, 5530, 5531, 5532, 5533, 5534, 5535, 5536, 5537, 5538, 5539, 5540, 5541, 5542, 5543, 5544, 5545, 5546, 5547, 5548, 5549, 5550, 5551, 5552, 5553, 5554, 5555, 5556, 5557, 5558, 5559, 5560, 5561, 5562, 5563, 5564, 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7225, 7226, 7227, 7228, 7229, 7230, 7231, 7232, 7233, 7234, 7235, 7236, 7237, 7238, 7239, 7240, 7241, 7242, 7243, 7244, 7245, 7246, 7247, 7248, 7249, 7250, 7251, 7252, 7253, 7254, 7255, 7256, 7257, 7258, 7259, 7260, 7261, 7262, 7263, 7264, 7265, 7266, 7267, 7268, 7269, 7270, 7271, 7272, 7273, 7274, 7275, 7276, 7277, 7278, 7279, 7280, 7281, 7282, 7283, 7284, 7285, 7286, 7287, 7288, 7289, 7290, 7291, 7292, 7293, 7294, 7295, 7296, 7297, 7298, 7299, 7300, 7301, 7302, 7303, 7304, 7305, 73

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Faringdon Town Council	Support – Faringdon Town Council is supportive of the proposed scheme but would appreciate the works being undertaken during the night and for one lane to remain open at a time (if at all possible) to avoid disruption in the area.
(e3) Email response, (unknown)	Concerns – Whilst the proposal to instal extra speed 'cushions' in view of the adjacent development is understandable, to remove those already in place would not only be an additional expense, but would give motorists an unwelcome opportunity to speed up even more than they already do between the junction with Canada Lane and the junction with the A4095.
(e4) Local resident, (Faringdon, Lechlade Road)	Object – As long-standing residents of Lechlade Road, we are raising urgent concerns about traffic speeds outside our homes and the safety risks this poses to the community, particularly with the new school opening directly opposite us. We wrote to the council some years ago warning that without proper traffic calming, it was only a matter of time before something serious happened on this stretch. Since then, traffic has grown considerably heavier, and we feel the situation has now reached a critical point. 1. Concerns about the Tilbury Douglas proposal We have looked at the development plans and are concerned that Tilbury Douglas appears to be taking the cheapest possible route. The sketch simply moves one existing, largely ineffective speed cushion so it no longer sits across their new entrance. Neither the contractor nor the council seems to have carried out a proper road safety assessment for this stretch when the plans were approved. Shifting an already inadequate feature to make way for a new access point does nothing to protect the public or address the wider traffic hazard here.

2. The current speed bumps do not work

The existing speed bumps are largely ineffective. HGVs and large lorries simply straddle them and pass over almost flat, at speed. Motorcyclists routinely ride straight through the gap in the middle without slowing at all. From around 6am, heavy lorries thundering over these cushions send vibrations through our houses strong enough to shake them, and our neighbours feel it too.

3. This stretch has become a racetrack

Drivers use this straight section of Lechlade Road as an acceleration lane. Coming off the mini-roundabout at Gravel Walk, vehicles accelerate hard past Canada Lane and Woodview, reaching full speed right outside our homes, especially in summer when motorbikes and sports cars really open up. Coming the other way into Faringdon, vehicles often hold speeds of 35–50mph until the very last moment before the roundabout. Pulling out of our own driveways has become genuinely dangerous, with impatient drivers honking and swerving close past us. The toll on pets and wildlife has already been heavy: our own cat was badly injured, and we know of at least two neighbours' cats killed on this road.

The risk to pupils at the new SEND school is especially worrying. We have witnessed two cars written off and a frightening near-miss involving a child, and our own daughter is now scared to cross the road outside our house. It feels like only a matter of time before a child is hurt. Given that the school opposite is for pupils with special educational needs and disabilities, who can be prone to running off or reacting unpredictably to loud engine noise, the danger from high-speed traffic is even greater.

4. The previous speed survey was flawed

When speeds were monitored a few years ago in response to our earlier complaints, the cables were placed too close to the mini-roundabout, where traffic had already slowed to around 20mph. This gave misleadingly low results. For an accurate picture, we would ask that monitoring cables be placed in two more realistic locations: just after entering Faringdon past Woodview Road, where incoming vehicles often approach 50mph, and directly opposite the new school entrance near 56 Lechlade Road, where speeds regularly reach 35–40mph.

5. What we think needs to happen

Other roads nearby, such as Coxwell Road, Highworth Road and London Street, already have 20mph limits, but a sign alone will not work here. The road is too straight and simply invites speeding without physical measures to back it up. We would urge a staggered chicane combined with a full-width raised table outside the school entrance, since a full-width table stops HGVs and motorbikes from dodging round it, and a properly enforced 20mph zone from Woodview Road to Canada Lane, backed by physical calming rather than signage alone.

	6. Our legal concerns Under Section 39 of the Road Traffic Act 1988, highway authorities have a statutory duty to study accidents and take steps to prevent collisions when roads are altered. Under the Corporate Manslaughter and Corporate Homicide Act 2007, both the council and a corporate developer such as Tilbury Douglas owe a duty of care around safety management. Where those responsible are aware of a serious hazard and opt for the cheapest fix rather than a proper risk assessment, a resulting fatality caused by a gross breach of that duty could expose the organisation to prosecution. So that the corporate team at TD do not claim lack of knowledge of the issue, we have notified the entire group so that they may decide among themselves who is responsible for actioning this (and so avoid the corporate Grenfell Tower fiasco). We are raising this formally now so there is a clear record that the council and Tilbury Douglas were warned, in writing, of the specific hazards on this road, the inadequacy of the current measures, the flaws in the earlier survey, and the added vulnerability of children attending the new SEND school. Should a serious or fatal incident occur here involving a child, resident or member of the public, we will submit this letter to the Police, the Health and Safety Executive and other relevant bodies as evidence that the risk was foreseen and not acted upon.
(e5) Local resident, (Faringdon, Lechlade Road)	Concerns – we are writing to express our serious concerns about the referenced proposal. Traffic speeds on this section of Lechlade Road have become increasingly excessive, creating significant safety risks for residents, pedestrians and road users, particularly with the new SEND school opening opposite. The proposal appears to focus solely on accommodating the Tilbury Douglas development rather than addressing the underlying road safety issues. Simply relocating an existing speed cushion does not provide any meaningful improvement to safety. The existing speed cushions are ineffective. HGVs can straddle them with little reduction in speed, motorcycles routinely pass through the centre gap, and heavy vehicles generate significant vibration for nearby properties. Vehicle speeds leaving Faringdon are particularly concerning. Drivers frequently accelerate from the Gravel Walk mini-roundabout, and speeds at the allotment turning on Lechlade Road create a significant hazard. Without effective traffic calming, a serious collision at this junction is inevitable. The opening of the new SEND school only reinforces the need for urgent action.

	A 20mph limit alone will not be effective on this long, straight road. We believe physical traffic-calming measures are required, including a staggered chicane on the approach out of Faringdon, a full-width raised table outside the school, and a properly enforced 20mph zone between Woodview Road and Canada Lane. Given the clear and foreseeable safety risks, we request that a comprehensive, independent road safety assessment is undertaken before the proposals are finalised. Please confirm receipt of this email and advise what consideration will be given to introducing effective traffic-calming measures, including a staggered chicane and full-width raised table, to improve safety for all road users.
(e6) Local resident, (Faringdon, Turnbull Close)	Concerns – In my opinion, and having been a resident on Lechlade Road for more than 10 years, this proposal will be wholly inadequate in terms of managing or calming traffic speed on Lechlade Road. Simply moving a speed hump some 15m is not going to have the desired or necessary effect of improving road safety. It is common knowledge (and those working on the Tilbury Douglas site will be well aware by now) that HGVs simply straddle the speed humps and generally make no attempt to reduce speed. Motorbikes regularly go straight through the middle which is obviously highly dangerous as the road drops away quite quickly. There is warning of a hidden entrance on the LHS from the allotments leaving Faringdon of which most drivers are unaware and take no notice. And all this before the SEND school opens. I am fearful that once the school opens there will be an accident given the combination of traffic on the road and vulnerable pupils. I appreciate that the architects intend that the school gates are opened and closed appropriately to ensure children are contained within a safe environment. But this will take time and many drivers are impatient. I would have thought that a chicane would help, as is the case in many other towns and villages around here. Or a traffic island to help pedestrians cross the road safely. But however this is resolved, I do not think that the proposal to move a single speed hump will have the slightest effect on improving road safety. It would be helpful to understand what research Tilbury Douglas or the OCC has done in order to develop this proposal. Could this be published please?
(e7) Local resident, (Faringdon, Lechlade Road)	Object – Had I had the opportunity to comment on the re-location of the school entrance to a position directly opposite my driveway then I would have done. The location of the entrance materially and adversely affects my ability to use my driveway safely for the following reasons:

- Parents and carers bringing children to a SEND school can reasonably be expected to require longer dwell times at the kerbside than at a mainstream school, including for assisted transfers and supervised handovers. Vehicles stopping or idling directly opposite my driveway will obstruct my sightlines and, at times, my physical ability to enter or exit my property.
- If vehicles are permitted to park on the road opposite the new entrance (as is common near school gates at drop-off and collection times), this will obstruct my view of approaching traffic when I need to reverse or emerge from my driveway, creating a real risk of collision, particularly given the volume of pedestrians — including children with additional needs — likely to be in the vicinity at those times.
- Unlike general on-street parking, this obstruction will occur twice daily, on every school day, at the times when I am also most likely to need to use my driveway, compounding the risk rather than presenting an occasional inconvenience.

I am unsure how much assessment there was of the interaction between school-related vehicle movements and residents' access needs, but the re-location of this entrance to a SEND school directly opposite a driveway used by owners of four houses is surprising.

I also object to the proposal to move the existing speed hump away from the new entrance by approximately 14 metres. The purpose of a traffic calming feature of this kind is to reduce vehicle speeds at the specific point where the risk to pedestrians — here, children, including some with additional needs affecting their road awareness — is at its greatest. That point is self-evidently the school entrance itself, where children will be crossing to and from the site.

Relocating the hump 14 metres away from the entrance removes the speed-reducing effect from precisely the location where it is most needed, and instead allows vehicles to approach the crossing point at higher speed, potentially having already passed over the hump and accelerated again before reaching the entrance. This appears to run directly contrary to the safety rationale that presumably justified the hump's original position, and I am not aware of any published traffic or road safety assessment justifying the relocation on safety grounds.

I would ask that the speed hump remain at, or immediately adjacent to, the new entrance, rather than being moved away from it, and that the Council provide the safety assessment or engineering justification (if any) relied upon in proposing the relocation.

I would also note that the humps do not appear to be particularly effective as lorries, vans and farm vehicles are able to straddle the hump and motorcyclists able to avoid them entirely. I believe it would be more effective to

	have a series of humps that straddle the entire width of the road for, say, 20 metres either side of the school entrance. Taken together, these two issues compound one another: an entrance generating additional stopping, dropping-off and parking activity directly opposite my driveway, combined with a traffic calming measure moved away from that same entrance, will increase both the volume of obstruction I face and the speed of passing traffic at the point where I need to see it clearly to exit safely. I do not consider that the interests of residents such as myself, whose daily use of their own property will be directly affected, have been adequately addressed in the proposals as they currently stand. I would be grateful if the Council would: • record this letter as a formal objection to the proposal described above; • note my concerns about the re-location of the school entrance; • confirm what is proposed in the event that vehicles dropping off or picking up children block my driveway or that of my neighbours; • provide details of any highway safety or traffic assessment carried out in respect of the entrance relocation and the proposed 14-metre relocation of the speed hump; and • confirm how residents directly affected, including myself, will be consulted before any final decision is made.
(e8) Local resident, (Faringdon, Lechlade Road)	Object – As long-standing residents of Lechlade Road, we are raising urgent concerns about traffic speeds outside our homes and the safety risks this poses to the community, particularly with the new school opening directly opposite us. We wrote to the council some years ago warning that without proper traffic calming, it was only a matter of time before something serious happened on this stretch. Since then, traffic has grown considerably heavier, and we feel the situation has now reached a critical point. 1. Concerns about the Tilbury Douglas proposal We have looked at the development plans and are concerned that Tilbury Douglas appears to be taking the cheapest possible route. The sketch simply moves one existing, largely ineffective speed cushion so it no longer sits across their new entrance. Neither the contractor nor the council seems to have carried out a proper road safety assessment for this stretch when the plans were approved. Shifting an already inadequate feature to make way for a new access point does nothing to protect the public or address the wider traffic hazard here.

2. The current speed bumps do not work

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3. This stretch has become a racetrack

Drivers use this straight section of Lechlade Road as an acceleration lane. Coming off the mini-roundabout at Gravel Walk, vehicles accelerate hard past Canada Lane and Woodview, reaching full speed right outside our homes, especially in summer when motorbikes and sports cars really open up. Coming the other way into Faringdon, vehicles often hold speeds of 35–50mph until the very last moment before the roundabout. Pulling out of our own driveways has become genuinely dangerous, with impatient drivers honking and swerving close past us. The toll on pets and wildlife has already been heavy: our own cat was badly injured, and we know of at least two neighbours' cats killed on this road.

The risk to pupils at the new SEND school is especially worrying. We have witnessed two cars written off and a frightening near-miss involving a child, and our own daughter is now scared to cross the road outside our house. It feels like only a matter of time before a child is hurt. Given that the school opposite is for pupils with special educational needs and disabilities, who can be prone to running off or reacting unpredictably to loud engine noise, the danger from high-speed traffic is even greater.

4. The previous speed survey was flawed

When speeds were monitored a few years ago in response to our earlier complaints, the cables were placed too close to the mini-roundabout, where traffic had already slowed to around 20mph. This gave misleadingly low results. For an accurate picture, we would ask that monitoring cables be placed in two more realistic locations: just after entering Faringdon past Woodview Road, where incoming vehicles often approach 50mph, and directly opposite the new school entrance near 56 Lechlade Road, where speeds regularly reach 35–40mph.

5. What we think needs to happen

Other roads nearby, such as Coxwell Road, Highworth Road and London Street, already have 20mph limits, but a sign alone will not work here. The road is too straight and simply invites speeding without physical measures to back it up. We would urge a staggered chicane combined with a full-width raised table outside the school entrance, since a full-width table stops HGVs and motorbikes from dodging round it, and a properly enforced 20mph zone from Woodview Road to Canada Lane, backed by physical calming rather than signage alone.

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(e9) Local resident, (Faringdon, Lechlade Road)	Object – As long-standing residents of Lechlade Road, we are raising urgent concerns about traffic speeds outside our homes and the safety risks this poses to the community, particularly with the new school opening directly opposite us. We wrote to the council some years ago warning that without proper traffic calming, it was only a matter of time before something serious happened on this stretch. Since then, traffic has grown considerably heavier, and we feel the situation has now reached a critical point. 1. Concerns about the Tilbury Douglas proposal We have looked at the development plans and are concerned that Tilbury Douglas appears to be taking the cheapest possible route. The sketch simply moves one existing, largely ineffective speed cushion so it no longer sits across their new entrance. Neither the contractor nor the council seems to have carried out a proper road safety assessment for this stretch when the plans were approved. Shifting an already inadequate feature to make way for a new access point does nothing to protect the public or address the wider traffic hazard here.

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(e10) Local resident, (Faringdon, Lechlade Road)	Object – As long-standing residents of Lechlade Road, we are raising urgent concerns about traffic speeds outside our homes and the safety risks this poses to the community, particularly with the new school opening directly opposite us. We wrote to the council some years ago warning that without proper traffic calming, it was only a matter of time before something serious happened on this stretch. Since then, traffic has grown considerably heavier, and we feel the situation has now reached a critical point. 1. Concerns about the Tilbury Douglas proposal We have looked at the development plans and are concerned that Tilbury Douglas appears to be taking the cheapest possible route. The sketch simply moves one existing, largely ineffective speed cushion so it no longer sits across their new entrance. Neither the contractor nor the council seems to have carried out a proper road safety assessment for this stretch when the plans were approved. Shifting an already inadequate feature to make way for a new access point does nothing to protect the public or address the wider traffic hazard here.

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B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Faringdon, Bennett Road)	Object – It works fine where it is.
(o2) Local resident, (Faringdon, Gilligans Way)	Object – Existing traffic calming measures are "pillow" speed humps (not sure of the right term). These are adequate, but not the best solution for traffic calming. A priority restriction (priority to leaving Faringdon) with space for bicycle access to the side would be far better.

(o3) Local resident, (Faringdon, Lechlade Road)	Object – At present the traffic travels too fast along Lechlade Road. The speed humps that are currently in place are insufficient - they are too narrow and can be easily straddled by lorries, vans and farm vehicles and can be avoided by those on motorcycles.
(o4) Local resident, (Faringdon, Marlborough Street)	Object – Not convinced these work, I thought they were no longer considered good practice. I do accept there are speed issues from Lechlade Road. Maybe a speed camera would be more effective.
(o5) Local resident, (Faringdon, Marlborough Close)	Object – Its fine where it is go spend your money on pot holes. I object on the grounds it is poor value for money.
(o6) Local resident, (Eaton Hastings, A417)	Object – Serves no purpose
(o7) Local resident, (Faringdon, Chestnut Avenue)	Partially support/concerns – It appears to improve the vehicle access to the school
(o8) Local resident, (Faringdon, Marborough Close)	Partially support/concerns – I think current speed humps can stay as slow down traffic coming into to faringdon
(o9) Local resident, (Faringdon, Tuckers Road)	Partially support/concerns – Existing speed humps are all in a very poor state of repair. Little value in adding two new ones if the rest are not maintained or repaired.
(o10) Local resident, (Faringdon, Russ Avenue)	Support – Current location is not sufficient in calming traffic entering the town
(o11) Local resident, (Faringdon, Turnbull Close)	No objection/No opinion – I don't think it will affect us so no comments to make apart from the fact that it might be costly to do for just 14 metres.